

## THE BRITISH COLONIST

EVERY MORNING,  
(Sundays Excepted.)  
AT VICTORIA, V. I.TERMS:  
Per Annum, in advance, by Mail, ..... \$10 00  
For Six Months, ..... 6 00  
For Three Months, ..... 3 00  
Single Copies, ..... 10

Advertisements inserted on the most reasonable terms.

## THE WEEKLY COLONIST.

Is furnished to Subscribers for \$6 a year; \$4 for six months; \$2 50 for three months; payable in advance.

NOTICE:  
L. P. FISHER is our only authorized Agent for the collecting of advertisements, etc., in San Francisco.

## AGENTS.

Nanaimo.....A. D. McInnes  
New Westminster.....Seth T. Tilley  
Fort Langley.....W. Winnard  
Fort Hope.....Ballou's Express  
Port Yale.....Kurtz & Co  
Port Douglas.....Myers' Express  
Cayoosh.....Myers' Express  
Lytton City.....Jas. H. Batterton  
Port Alexander.....Pony Express Co  
San Francisco.....L. P. Fisher  
Forks of Canal River.....M. Martin  
Port Townsend.....Henry Hogan  
Portland.....Chas. Barrett

## The Catacombs of Rome.

Piercing deep below the ground, penetrating in all directions, and to unknown distances around the Eternal City, are the Christian catacombs. No one has yet been able to explore their limits. In series beyond series they extend on all sides around the Christian metropolis—in some directions as far as ten or twelve miles, or even further; whether in all instances communicating with each other or not is uncertain. Go where you will in the Campagna, you come upon dark passages leading down to them. The bricked-up wall in the crypt below the church was once their entrance; the vine-cellar below the convent, with its dimly-pictured saints, is a walled-off portion of them, and the buttes now lie in the aperture where previously reposed the saint or martyr. Most unaccountable it is that for so long a period as from the middle of the seventh century (when the catacombs were closed, and their known entrances walled up) to the eighteenth or for above a thousand years, the existence of these excavated cities of the dead should have remained merely conjectural. That they were suspected is more than probable, from the accounts that have come down of the shepherds and peasants of the Campagna occasionally bringing into the city for sale ornaments and relics that could only have been obtained from these places; but the secret thus known to a few would seem to have been confined to certain of the peasantry only, and to have been handed down amongst them, from generation to generation, in the same families.

A letter from Rome, dated the 13th of April, informs us that a party of French soldiers, while visiting the catacombs a week previous, discovered a gallery hitherto unexplored, and which had altogether escaped the ravages of the barbarians of former days, and the profanations of tourists. The tombs and paintings found there belong to the first three centuries of the Christian era. These subterranean passages are very narrow (less than three feet) in some places, sometimes ascending, at others descending, and communicating on the right and left with numberless other passages, all of the same width but varying in height. In the walls on each side are oblong horizontal niches of different lengths, according to the stature of the persons buried in them, and sometimes deep enough to contain several bodies. These niches begin on a level with the floor, and are excavated one over another to the number of four or five and sometimes as many as twelve. The number of Christians buried in the whole of subterranean Rome is estimated to have been six millions.

In the early ages of Christianity, the Pope, in order to facilitate pilgrimage to the catacombs, had two wide staircases made leading directly to the martyrs' tombs, and which were soon decorated with marble monuments and inscriptions by the crowds of devout persons who came to venerate those relics. In the fifth and following centuries the barbarians completely ravaged the city, and did not spare even the abode of the dead.

In the most historical places of interest were left heaps of ruins, which time covered with soil and vegetation, till the special entrance to the catacombs entirely disappeared. In those recently discovered, many glasses have been found entire. They are made of two thicknesses of glass of different degrees of fusibility. Between them are designs in gold, which have been so well defended by their transparent envelope, though made fifteen centuries ago, that they appear as distinct as when they left the workman's hand. The outer coat of glass is, however, oxidized in several places. An original bronze vase, found in the catacombs, is preserved in the Roman College. From the figures it presents, it must have belonged to the early ages of the church, and is supposed to have been used for the baptism of neophytes.

HEALTH OF THE ARMY.—The profession ought to show the very largest amount of mind and strength. The members of it are men picked for physical soundness and vigor. The recruit cannot pass unless he has a firm and straight spine, a chest that will expand freely, joints that will work well, eyes that will see well, a voice that will resound well, ears that will hear well, strong limbs, a distinct utterance, a healthy throat, supple joints, an arched foot, and so on. Even sound teeth and straight and supple toes are required, and all signs of old disease are a cause of rejection. Men who get out with bodily advantages like these ought to have health and long life, away from the perils of the battle-field, which deplore a very small proportion of the soldiers who die. There is every reason for confidence that the soldier will flourish henceforth. The causes of the great mortality are detected in course of rapid removal; and as we see, there are already,

places to which we can point as showing the fine state of vigor to which the soldiery of England and her dependencies can be brought. The State having done what it can, the rest will depend on the individual soldier. If he eschews excess of every kind and indulgence he may pass a long life in comfort and vigor. If, moreover, he has a patriotic heart, or knowledge enough to be aware what it is to be at once a citizen and a defender of Old England, he may have a life of that higher order which is seasoned with a temper of heroism, and exalted by a severe spirit of honor. There is no reason why every private soldier and sailor should not be a "happy warrior" as well as a Wellington or a Nelson.—Once a Week.

MR. RUSSELL.—Some of the Northern papers find fault with Mr. Russell, the *Times*' correspondent, because some of his letters seem to show a sympathy with the Southern cause. The following extract from one of his letters would indicate that his feelings were the reverse: "Let there be no misapprehension in Europe on the merits of the issue. The line that divides the two combatants is a plain one. On the one side stand the supporters of constitutional government—those who favor the preservation of free institutions—those who dread a military despotism—those who believe in the noble principles of Anglo-Saxon freedom, that have made England what it is; and on the other side are those who prefer a military government, founded on treachery and conspiracy—those who would suppress the press and all the other noble results that flow from its freedom those who regard African slavery as a divine institution, to be fostered by the government at the expense of every other branch of industry in the State. In this contest I frankly confess I am with the government of the United States."

SURGEON'S PRAYER.—A gentleman informs the London correspondent of the New York *Times* that he heard a prayer by Rev Mr. Spurgeon, in his church in London, on Sunday evening, the 2d, in favor of President Lincoln and the cause of the North, which he characterized as the most beautiful and powerful prayer he ever heard in his life. The whole audience was moved to tears, and even sobbed aloud at the eloquent preacher's appeals to God and civilized mankind in aid of so holy and righteous a cause as that in which the North is engaged.

HOLLOWAY'S PILLS AND OINTMENT.—Discomfort.—Nothing tries human patience more severely than the feeling of incapacity for exertion. Pain, many bear with fortitude; few can endure the weariness attending debility without complaint. This weakness commonly depends on a disordered digestion and may be readily rectified by early resorting to Holloway's remedies, both of which act most energetically, yet most safely on the stomach and liver. The Pills, dissolving in the stomach, act immediately on its secretions; the Ointment penetrates to all internal organs, tending always to restore their natural functions. A short trial of these medicines will convince the most sceptical. Relief soon follows their use; and the continuation of them for a time, in most cases, effects a permanent cure.

## Victoria Rifle Volunteer Regiment

BARRACKS, JAMES BAY, JULY 23, 1861.  
THE VOLUNTEERS OF THE ABOVE Regiment will commence drill to-morrow at the Barracks, James Bay where the necessary arrangements have been made for their instruction. Hours of drill from 6 to 8 A. M., and from 6 to 8 P. M. daily, until further orders.

GEORGE F. FOSTER,  
Lieut. Col. Commanding.

## Blankets! Blankets!! Blankets!!!

THE UNDERSIGNED HAVE RECEIVED by late arrivals, and offer for sale, the following assortment:

BALES 2½-point WHITE BLANKETS	do	do	do
do do BLUE	do	do	do
do do SCARLET	do	do	do
do 3-point WHITE	do	do	do
do 3-point BLUE	do	do	do
do 3-point SCARLET	do	do	do

July 19 1m JANION & GREEN.

## CLOTHING! CLOTHING!!

PILOT COATS, assorted qualities  
TWEED SUITS and FINE SUITS  
ASSORTED CLOTHING  
Cases CORDUROY TROUSERS  
Cases MOLESKIN do  
Just received and for sale by the undersigned:  
July 19 1m JANION & GREEN.

## Blankets, Blankets, Blankets.

THE UNDERSIGNED, AGENTS FOR several of the Yorkshire manufacturers, are constantly receiving shipments of Blankets, especially manufactured for this market, and have now a large stock of the same on hand, of

Colors, Weights, Qualities and Sizes, Which they offer for sale.

July 19 6m JANION & GREEN.

## ASSAY OFFICE.

## MARCHAND &amp; CO.,

Respectfully announce to the public of VICTORIA AND BRITISH COLUMBIA that they have opened their new office for the ASSAYING OF GOLD, SILVER, COPPER, AND OTHER ORES.

And are now fully prepared to make all Assays entrusted to them with

## Correctness and Care.

Returns made in from 3 to 6 hours in bar or coin at the option of the depositor.

M & Co. beg to refer to the following bankers:

Wells, Fargo & Co., Victoria  
McDonald & Co., Victoria.  
Laid & Tilton, Portland Oregon.  
Davidson & May, San Francisco.  
Wells, Fargo & Co., San Francisco.  
Tallant & Wilde, San Francisco.  
Yarrott & Co., San Francisco.  
Sather & Church, San Francisco.  
Harris & Co., San Francisco.  
Abel Guy & Co., San Francisco.

Office.—In the building formerly occupied by McDonald & Co. No. 8, Yates street, Victoria. July 10 1m

## J. MARTIN,

Yates Street, Victoria,

DEALER IN

English and American Saddlery.

ALWAYS ON HAND, A GOOD ASSORTMENT of Carriage and Team Harness, Ladies' and Gentlemen's Saddles, Spanish do., Whips, Spurs, Leather Saddlery, &c.

## FOR SALE LOW,

NAILS, SUGAR, HAREY, OATS, HAY Bran, Middlings, in lots to suit purchasers, wholesale and retail, by

S. ANDERSON  
July 18 1m Cor. of Broad and View Sts.

## Wright &amp; Sanders,

ARCHITECTS,

Office.—CORNER YATES AND LANGLEY STS.

Victoria, V. I. July 19



## PUBLIC NOTICE.

## CHEMANIS REGISTER.

THE REGISTER OF ORIGINAL SETTLERS in Chemanis was closed on the 8th day of July last, pursuant to notice.  
The persons whose names appear in such Register have made out their claim to the lots set opposite to their respective names.  
The lots mentioned in such Register are those so numbered on the official map.

Register of original settlers in Chemanis, whose title has been established pursuant to notice.

George Watson.....	Range VI a
William Robertson.....	VII b
James Murray.....	VII c
Robert Watson.....	VII d
.....	VII e
William Alexander Scott.....	VII f
Thomas Cunningham.....	VIII g
.....	VIII h

I hereby certify that the persons above mentioned have shown a prima facie title to the lots set opposite their respective names.  
(Signed) GEORGE HUNTER CARY,  
Attorney-General.

All the remaining lots in Chemanis (other than those pre-empted since the 8th day of July last) are now open to pre-emption under the conditions of the Pre-emption Proclamation.

J. D. PEMBERTON,  
Surveyor-General. July 18 1m

LAND OFFICE, July 30, 1861.

## Trades License Act, 1860.

PERSONS LIABLE UNDER SECTION 2 of this Act are requested to pay into the Treasury, immediately, the amount of their several licenses due on the 1st of July, 1861.

Under Section 2 are included—  
Barristers and Attorneys,  
Auctioneers,  
Estate Agents,  
Bankers,  
Persons keeping Billiard Tables and Bowling Alley.

G. T. GORDON,  
Treasurer. July 25th.

## Government of Vancouver Island.

THE SUM OF £2000 BEING REQUIRED BY the Government to expend upon the reconstruction of a Road between Victoria and Esquimalt, tenders for the work are invited, in which the whole or any portion of this sum will be advanced, are invited. The money must be paid into the Treasury on or before the 28th day of September, from which date interest will be payable.

The money is to be advanced on the security of the "Harbor Dues Fund." The rate of interest is not to exceed 12 per cent, per annum, which will be payable quarterly at the Treasury.

Any further information will be given at the Treasury, and the "Victoria Labor Act," under which a loan is contracted, can be purchased at Messrs. Hibben & Carswell's.

Tenders will be received at the Treasury till the 7th day of August next.

By order of His Excellency the Governor.  
(Signed) G. T. GORDON,  
Treasurer. July 23, 1861.

## WINES AND LIQUORS

## Wines and Liquors.

CHAMPAGNE WINES, choicest brands now in use

BANCOFF'S CIDER, in bottle—very superior

CALIFORNIA WINES of old vintages and fine quality

CRU DE CASSIS, superior article

PORT AND SHERRY in cask and case, of superior quality

BRANDY, Pale and Dark, Hennessy's, Martell, and Bonnet's

CLARET WINES in cask and case, large assortment

JAMAICA RUM in puncheons and case

SCOTCH WHISKY, in "

BOURBON " Miller's, in bbls. A very choice

fine Old Whisky—one of the best made in America

This Whisky is worthy the attention of connoisseurs

CENTURY, Magnolia, and Old Bourbon, in ½-bbls

HOLLAND " in pipes and cases

OLD TOM GIN, in puncheons and cases

FINES APPLE CIDER, in bbls and ½-bbls

CHOICE HIGH-PURITY WHISKY, BRANDY, RUM

BOCKES Old Sackem, Orange, and Hostetter's

Bitter's

FOREST LAWN, Cabinet & Cutter's Whisky, in cases

SYRUPS, CORDIALS, &c.

For sale by

W. H. OLIVER,  
Johnson street, opposite Wharf street,  
Victoria, V. I.

## New Ship Building Yard

ON THE

## INDIAN RESERVE!

SCORGIE, BOLTON, & CO., HAVING completed their arrangements for building out vessels, beg to call the attention of Captains and Ship owners to the facilities which their Ways offer to those requiring a clean bottom or tops.

The ways run 20 feet below the flood mark and measure 9½ feet water the lower end at ordinary tides, and capable of hauling out any vessel under 500 tons.

Meantime they are prepared to contract for building steam or sail vessels of any size or design, with masts and draughts supplied.

P. S. Orders from British Columbia or elsewhere punctually attended to.

July 18 1m

## To Parties Building.

## ALFRED FELLOWS,

Offers for sale, Ex Recent Arrivals,

## FIRE GRATES, FENDERS, FIRE-IRONES, Nails, Locks, Hinges, Screws, and every description of builder's hardware, imported direct from the manufacturers.

Grates, from \$3 00 to \$5 00 and upwards.

Fenders, from \$2 00 to \$3 00.

Fireirons, from \$3 00 to \$5.

Also on hand, for sale at moderate rates, Agricultural Implements, Iron in sheets, bars and rods, Horse and Mule Shoes, Chains, Anvils, Files and Vices, Holloware, Tinware, Trays, and general domestic hardware of every description.

July 18 1m

## LUMBER FOR SALE

AT

Finlayson's Lumber Yard,

ROCK BAY POINT.

ALWAYS ON HAND AND FOR SALE at the lowest market rates, Lumber of every description. Delivered in any part of the city.

July 20 1m

## Victoria Market.

STALLS IN THIS MARKET FOR THE Sale of Fruit, Fish, Vegetables, Butcher Meat, etc., may now be leased by the month or year, and the choice of Stalls will be in the order in which they are applied for.

For the accommodation of parties only making occasional sales of their produce, a few stalls will be reserved to let by the day.

Arrangements are about to be made for a Farmers' Weekly Market, and also for Auction Sales of Stock, Hay, etc., at stated periods.

A Plan of the Market may be seen at the Office of the Company, Government street.

JOHN J. COCHRANE,  
Secretary. July 29 1m

## Barrels for Sale.

500 NE SALMON BARRELS AND 500 NE SALMON NET for sale cheap, if applied for immediately to

J. RUEFF,  
Wharf street. July 19 1m

## NOTICES.

## WANTED.

A PARTNER WITH A SMALL CAPITAL, to a cage in a LUCRATIVE BUSINESS about to be established. The amount of money required not so much an object as thorough business qualifications. Apply by letter addressed to A. B. care of Mr. JOHN CORLAND, Chambers, Langley street, Victoria, V. I., July 21. July 25 1w

## Dissolution of Partnership.

THE PARTNERSHIP FORMERLY existing between Wm. Zelner and B. F. Moses, under the name and firm of Wm. Zelner & Co., Apothecaries, is this day dissolved by mutual consent. WM. ZELNER, B. F. MOSES, July 24 2w

## Information Wanted.

INFORMATION IS WANTED OF THE whereabouts of the sisters of Bernard Farrell (deceased), late of the town of Victoria, Vancouver Island. Deceased was a native of county Armagh, Ireland, and aged about 21 years. One sister is supposed to reside in New York city. Address to F. R. KELLY, care office British Colonist, Victoria, Vancouver Island. New York papers please copy. Victoria, July 17, 1861. July 17 1w

## NOTICE.

I HAVE APPOINTED MR. ALFRED Waddington to act as my Attorney during my temporary absence from Victoria. C. VERYDHEN, July 16, 1861. July 18

## Co-Partnership Notice.

NOTICE IS HEREBY GIVEN THAT the partnership lately existing between Samuel Mitchell and John Kane, both of the Town of Victoria, under the firm of Mitchell & Kane, is this day dissolved by mutual consent. All debts owing to the said partnership are to be received by said John Kane, and all demands on the said partnership are to be presented to him for payment. SAMUEL MITCHELL, JOHN KANE, Dated this 15th day of July, 1861. July 17 1w

## CURLING'S

## SPARKLING

## EFFERVESCENT

## CITRATE

## OF

## MAGNESIA!

Another supply of the above favorite Medicine

## JUST RECEIVED

## BY

## LANGLEY BROS.

July 18 1m

## P. SMITH &amp; CO.,

## PACKERS

OVER THE DOUGLAS & LILLOOET ROUTE

Are still Packing and Forwarding Goods to

## LILLOOET.

And are Prepared to Forward 300 Tons per Month.

## AT MODERATE RATES.

All Goods marked in our Care will be received and forwarded without delay.

July 19 1m P. SMITH & Co., Packers, Douglas and Lillooet, B. C.

## Hostetter's Celebrated Stomach

Bitters.—No medicine has ever achieved a higher reputation. In every section of the country its merits are known and fully acknowledged. The leading physicians in the country have expressed their warm approval of this preparation, as uniting all the best qualities of a tonic and invigorator, without kindling an appetite for alcoholic liquors. In cases of diseases of the digestive organs, to which all unacclimated persons are from necessity exposed, as the proper diet cannot at all times be had, the Bitters will be found to be the quickest corrective and most reliable remedy yet discovered. Diarrhoea, Dysentery, and the various bilious and intermittent fevers yield to the curative properties of this medicine. No person should be without the Bitters a single day.

For sale by all Druggists and dealers generally everywhere, and by

GEORGE W. SNELL,  
my 19 3m 130 Washington street, San Francisco.

For sale by W. H. OLIVER and J. D. CARROLL, Victoria.

## RECEIVED,

## EX MARCELLA,

## CHURCH OF ENGLAND

Service and Prayer Books,

Both handsomely and plainly Bound.

—ALSO—

## A GENERAL ASSORTMENT OF

## Superior English Stationery.

July 11 1m

## Quicksilver, Quicksilver.

THE UNDERSIGNED HAVING BEEN appointed Agents for the new India Quicksilver Mine, California, offer for sale Quicksilver of the best quality from the above named mine in quantities to suit, at San Francisco MARKET RATES.

J. J. SOUTHWELL & CO.,  
Wharf street. July 2m

## DENTISTRY.

## DENTISTRY.

THE UNDERSIGNED HAS IMPORTED the finest Mineral Teeth and Dental Materials that are to be found on the Pacific coast, and is ready to furnish sets or single teeth in the best style. Dentistry in all its branches will be attended to by

DR. ZELNER,  
Office in the Drug Store, cor. Government and Yates streets. July 18 1m

## THE NORTHERN

## ASSURANCE COMPANY,

(ESTABLISHED 1836.)

## For Fire and Life Assurance

AT HOME AND ABROAD.

CAPITAL £1,250,760 STERLING.

The undersigned have been appointed Agents for Victoria.

JANION & GREEN, July 18 1m

## GROCERIES, ETC.

## GLADWIN, TARBELL &amp; CO.,

## IMPORTERS, COMMISSION MERCHANTS

AND

## WHOLESALE DEALERS IN

## Groceries and Provisions,

Wharf street, foot of Yates,

VICTORIA, V. I.

July 13 1m

## S. ELSASSER,

## Forwarding and Commission Merchant,

AT REINHART BROS. STORE,

VICTORIA, V. I.

Victoria, May 17, 1861. July 11 1m

S. MARTIN, Victoria.] [A. MARTIN, San Francisco

## MARTIN BROS.,







Tuesday Morning, August 6, 1861.

## THE EXPLOSION OF THE CARIBOO.

## CORONER'S INQUEST.

The jury summoned on Saturday last to inquire into the circumstances attending the decease of James Jamieson and Daniel Foley, who lost their lives by the explosion of the steamer Cariboo on Friday morning last, proceeded at 6 o'clock yesterday morning to the hull and examined it. At 10 o'clock, the jurors reassembled at the barracks, and proceeded to take testimony with regard to the disaster:

**James Hardesty, sworn.**—Was night watchman on the steamer Cariboo; at 12 1/2 o'clock on last Friday morning I lighted the fires, and at 1 o'clock woke all hands; the first fire had nearly burned out, and the fireman trimmed it up; steam was got up at half-past one o'clock, but we didn't leave the wharf till five minutes after two o'clock; after we had started I saw there was a big head of steam about 100 pounds; I looked at the gauge and saw there was that quantity. On coming near the head in the harbor, the captain rang the bell to stop; we stopped about three minutes and he rang to go ahead; noticed when we started the second time that the wheels went around with great rapidity; only three or four revolutions were made when she blew up.

To the Jury.—There was one cock of water in the boiler when I started the fire; it seemed to be full; I did not look at the glass; my fire rose no steam, but went nearly out; noticed the steam rising after the fireman relighted the fire; did not notice the water; the pressure of steam at half-past one o'clock was between 80 and 90 pounds; the engines worked a little before we started; heard the engineer (Allen) tell the fireman to turn the blow-cock; the water sounded as though they were blowing off for over a minute; the steam-gauge on top of the boiler is the one on which I saw the pressure of 100 pounds marked; did not see the engineers try the water-gauges; the steam was escaping from the boiler all around after we left the wharf.

**Henry Gray, sworn.**—Was the Fraser River pilot of the Cariboo. On Thursday, the 1st instant, about 9 p. m., I went to bed on the Cariboo; at a 1/2 to 2 the watchman called me; I got up and went forward to tend to some horses, and assisted the mate to get out a spring line so that the boat could work her engines. About 2 o'clock I went on the upper deck and the captain blew the steam whistle, and ordered all the lines to be let go. We left the wharf, and at Deadman's Point came very near not making the turn without stopping. When we got down to near Lang's ship-yard the captain rang the bell to stop, and the boat went 50 or 60 yards when she rang again. I said to the captain, "I think you're a little too close to the shore;" and he rang again to stop, which was not answered, and he rang again, and still no answer—the engines continuing working; he called through the trumpet, and the engines were then stopped. I stepped over to the other side of the pilot-house to look for the buoy, and saw it close under the starboard bow; and on the starboard side saw a snag. Said I, "the water is up, and I think she can go through;" and the captain rang to go ahead. He said, "She's aground," but looking through the window I saw the boat was going on. We were just heading out for the Straits; and seeing it was getting thick I went to the captain's room to get a light in order that the watchman might be seen, and was picking up the light with a candle when the explosion took place. When I came to my senses I found myself some 25 or 30 feet from where I was standing before the accident.

To the Jury.—Know nothing about the water leaking out of the boiler; know nothing of the feed pipe. Heard that the captain had ordered a new pump from San Francisco; the boat went very fast from the wharf; was less than five minutes in going from the wharf to Deadman's Point; during the day saw a pulley attached to the safety-valve; we stopped half a minute each time; the engines were worked at the wharf five minutes before we started—probably to get water in the boiler; heard no noise or derangement of machinery before the accident took place; between the starting of the engines the last time and the explosion it was about a minute; she was at full speed.

To the Coroner.—When we left Langley, going up the river on our first trip, there was something wrong, and the captain told me to put the steamer into the bank; he looked as if he had been drawing the fire; he afterwards told me to keep out as the mosquitoes were bad and we would have to anchor in the stream. The engineers then went to work on the boiler; on the down trip nothing happened; have run on other high-pressure steamers; the Cariboo's pumps I know nothing about.

**Mr. Westgarth, inspector of boilers, who was standing near one of the jury men, at this moment whispered him, to which Mr. Thorne, another juryman, called attention, and at that request of the foreman, the juryman alluded to removed from Mr. Westgarth's vicinity.]**

**Wm. Tyson, sworn.**—Was steward on board the Cariboo; the captain sent me to be at 10 o'clock; when the boat started I was in bed; my room was four or five feet from the boiler; I noticed to myself that we had a new fireman on board and were going to make a quick trip; she was going "like sixty;" soon the bell was struck to stop her; the engineer did not answer; the captain struck the bell twice, and then called through the trumpet to stop her, which was then done; in less than a minute the bell was struck to go ahead, and she went ahead slow; as the crank would turn on the centre the boat would shake all over, and she hadn't made many revolutions when the explosion took place and I found myself in the water.

To the Jury.—On the first trip, when we stopped at Langley, I heard that the pumps were out of order; there was a rumbling noise and shaking before the explosion. She went a minute or two before she was blown up; when I heard the shaking and rumbling I thought there was something wrong; I was blown up with the Yale, and was on the lookout for such affairs.

**Henry Gray, recalled.**—Do not know where Mr. Allen, the engineer, was when the boiler blew up.

**Henry Pratt, sworn.**—Was a passenger on the Cariboo at the time of the explosion. Went aboard at 12 o'clock and laid down on the main deck and went to sleep. Did not know how long I had been asleep, but the noise of the boat leaving the wharf woke me up and I did not sleep again; still laid in my bed, and pretty soon the engine struck, and Mr. Allen took hold of the anchor brake and pushed it a short distance, then let it come back and went and spoke through the trumpet, asking the captain, "What do you want?" Some person from the pilot-house came out, "Stop her," and the engineer obeyed. In a very short time, Allen went forward, and the blow-cock was turned and the water blown off for some time. As soon as the blow-cock was turned again, she burst.

To the Jury.—Heard no words between the engineer and fireman. Was lying about two feet from the engineer. Allen and Jamieson both stood by the engines when they started. When Allen went forward, Jamieson stood with his hand on the starting-bar, and was there when the boiler exploded. Thought Allen blew the cock long enough to blow off the water out of the boiler if it had been full; Allen had got back to the engine when she blew up. Noticed nothing wrong about the machinery. She was half a minute or a minute under way the last time when she blew up. Did not see Allen touch the cock, but he went forward and the blowing off commenced.

**Mr. Denness.**—Jamieson and Allen were together when the order came to stop.

To the Jury.—Observed a large quantity of steam escaping all the time; the room was full of it; do not know anything about the pumps; felt no unusual vibration of the boat before she blew up; from the time the cock was stopped to the time of the explosion only half a minute elapsed. Can give no idea as to the revolutions of the wheels at being made, but the vessel was going very fast.

**Alce. Stewart.**—Was carpenter on the Cariboo; was asleep for two hours before the vessel left the

wharf, and was asleep at the time she blew up; know nothing about the explosion; on the first trip up the river the water got low in the boiler and two of the tubes were broken thereby. Mr. Allen told me one of the pumps was out of order. We stopped the boat a mile above Langley and stayed there till daylight the next morning; saw them working at the pumps and the tubes during the night; the fires were taken out and steam was blown off. The man-hole cover was also removed and the boiler filled with water; unless there was steam on, the water was put through the man-hole by hand; there are no boats about here that have extra boilers; there were only three pumps on board, two were connected with the engines, and one was a hand-pump. It was 5 o'clock, P. M., when we stopped above Langley.

## AFTERNOON SESSION.

**Mr. J. E. Denness** announced that he appeared on behalf of the deceased engineer Allen, and also on the part of Mr. Westgarth, the inspector of boilers.

**Capt. James Frain, sworn.**—Saw the Cariboo start out at a great rate from the wharf, and remarked to myself that she was going too fast under the circumstances; it was ten minutes past two when she left; I watched her till she got out of sight, and went to bed; I had been in bed five minutes when I heard the noise of the explosion.

To the Jury.—There was no auxiliary engine on the Cariboo for supplying the boiler with water. A boat is the better for a dock-engine, but small boats are not generally fitted with one. Do not consider there is any danger without one. Four or five men are required on a pump to force water into a boiler with 80 pounds of steam on; two men could supply a boiler with 40 pounds of steam on. Was in attendance part of the time when the engines of the Cariboo were being put together; the engines were excellent. The boiler was good for 100 pounds of steam. She was tested at 140 pounds, I am told. I do not consider that the Cariboo was fit to go to sea if we come down to the Board of Trade requirements. In the strict letter of the law, there is no steamer here fit to go to sea. Even if there had been water up to the crown sheet of the boiler, the rate at which she started out was sufficient to carry that off by the time she got to where she exploded. The Cariboo I considered perfectly safe. I knew they had a force-pump on board, and that it could be used if needed; did not know whether it could be used or not when steam was up. I went from here to the Gulf of Georgia in the Cariboo on her first trip; she worked satisfactorily, and there was nothing wrong. I assisted occasionally in the erection of the engines. Have expressed no opinion as to the capability of the parties having the engines in charge; but if my boat had started out in the way she did on the night of the explosion, I should have at least remonstrated the engineer. The boiler was of a kind that required careful management; and I think she went fast from too much steam. Steamers generally leave the wharf slow. One bell was rung when she left the wharf, and before she had gone 100 yards the wheels were making 35 turns a minute. There was no second bell. She went faster than ever I saw her go before. They could have throttled her and slackened the speed.

**Mr. Reid, foreman of the jury, asked that Mr. Martin and Mr. Thorne (jurymen and practical engineers) be allowed to ask any question pertinent to the case, as there was a legal gentleman present on the other side.**

The coroner said that they had the fullest liberty.

Examination resumed.—Never knew the boiler to foam more than new boilers usually do; Mr. Allen told me that she foamed a little on going up the river on the first trip.

To Mr. Denness.—I was on board during the first trip up the river to Esquimalt; the water was rather short of water through having, but one pump, but I think the trip was highly successful. To the Jury.—There were two force-pumps on board fit to go into use. The explosion, in my opinion, was caused from want of water in the boiler; heard her blow off steam; the wreck was caused by the explosion of the boiler; as I understand it, the boat was stopped, and the water may have been low, when the order to go ahead again was given the throttle valve was opened and the water in the boiler was thrown against the hot plates above, hence the explosion; a practical engineer cannot be deceived in a boiler foaming; he can be deceived by a glass gauge; I think the Cariboo was short of water when she left the dock, even if she had had water enough, the manner in which the boiler was started would have blown the water all out and caused the explosion; if the explosion had come from a force of steam, the weakest part would give way and a rent would be made, and the balance of the boiler would remain there.

**F. J. Newton, Chief Engineer of the Bacchante, sworn.**—I think that under certain conditions the engines and boiler, when under way, were perfectly safe; many of the engineers are not decided enough in their conduct to prevent accident, although they have the means at hand; if I could get no water in the boilers I should draw the fires; if the water was gone and I didn't know where it was, I should draw the fires immediately; the boiler would stand 400 pounds pressure on the cylindrical part, the iron being of good quality; a little over 200 pounds on the flat portion of the boiler would destroy it; the boiler might have been blown to pieces with a sufficient supply of water, had the pressure been on; had it been a cylindrical boiler throughout, 400 pounds would not have exploded it.

To Mr. Denness.—I thought the boiler was made to carry 65 pounds of steam; there is nothing to indicate that the boiler burst from want of water; the iron does not appear to have been over-heated; I think the explosion originated from an over-pressure of steam; the water may have been very low.

**G. Fitzgerald, sworn.**—Am senior Engineer on the Grappler; have made an examination of the boiler, and agree fully with previous witness as to its strength, and would not call it safe at a pressure of 195 pounds; I believe that if the engineer started from the wharf at the speed stated, without having at his hand the proper means for regulating the steam, he would not require to blow off water; under these circumstances the boiler would be generating steam at a higher rate than ordinary; the boiler was generating too much steam, and from that cause, ungovernable in the engine room, the boiler came down; a ship will always be safer if there are efficient pumps worked by steam; accidents to steamboats generally occur when starting— seldom when under way.

To a Juror.—It would take not more than 15 minutes to evaporate two inches of water in a boiler like the Cariboo's; no vessel is complete without auxiliary engines; it is possible for a boiler to be blown to pieces with a full head of water; believe that if the missing parts of this boiler is ever recovered it will be found to have the tubes cut; the first break was in the crown of the furnace; the top of the boiler went up vertically and the water went with it; this will account for the reason why horses standing near the boiler were not scalded.

To Mr. Denness.—Do not know if the Otter and Beaver have donkey-pumps; in our navy the test of boilers is three times their working power; the same test is adapted generally.

**R. Evans, sworn.**—Inspected the boiler; believe that the explosion ensued from over pressure of steam; suppose the boiler was rather short of water; believe the explosion drove the boiler against the machinery and broke the latter; the slide-jackets must have been broken off by a portion of the boiler striking them; the primary cause of the explosion was want of water in the boiler. The crown of the furnace came down in consequence of a shortness of water. In my opinion, the crown started first.

The further inquiry was here adjourned till Wednesday, at 10 o'clock, A. M.

**WHAT WAS THE MATTER?**—The light on Race Rocks was "out" between 12 and 4 o'clock yesterday morning, and we presume the visit of the Grappler to that locality had something to do with that circumstance. Either bad oil or no oil is supposed to have been the cause.

**THE SAFE.**—The safe of the Cariboo was opened on Saturday. It contained some valuable papers belonging to the late Capt. Jamieson, which have been taken in charge by his executor, Capt. Irig.

## The Weekly Colonist

Will be issued at 12 o'clock to-day. Copies may be obtained at all the Bookstores and at the Publication office of the paper, Government street.

## Engineers' Report.

During the progress of the Coroner's inquiry yesterday in the Cariboo explosion case, the following opinion from the naval engineers who examined the remains of the boiler, was read:

VICTORIA, August 5, 1861.

We believe the cause of the accident to have originated in the boiler, and from an inspection of the same we are led to believe that the parts of the boiler containing crown of furnace to have first given away.

From the fact of no auxiliary engine being on hand, we suppose the pressure of steam in the boiler increased very rapidly above the intended pressure without the proper means being in the hands of the engineers to check it in stopping and starting on passing forth.

Error in examination of the throttle valve, we are of an opinion that the engines were working very slow at the time of the boiler explosion.

FREDK J. NEWTON.

J. R. EVANS.

G. FITZGERALD.

## House of Assembly.

MONDAY, August 5.

Present.—Speaker Helmcken, Cary, Crease, Waddington, Franklin, Tolmie, and Barnaby. The House went into Committee on the Incorporation Bill. Sections 12, 13, 14, 15, 16, and 17, were passed with trifling amendments.

Mr. Tolmie gave notice of a motion respecting the roads, which will come up to-morrow. Adjourned till Tuesday at 3 p. m. Order of the Day.—Committee of Supply on the Estimates.

**WHICH ONE?**—Coroner Dickson said yesterday, while preparing to take evidence in the Cariboo explosion case, that a practical engineer had told him there was still another steamer in the harbor on which he would not trust himself; and that he fully expected to hear of another blow-up soon. When asked to which steamer he referred, Dr. Dickson declined to state. There were only four steamers in the harbor yesterday, viz.: the Hunt, Otter, Beaver and Caledonia. As we purpose taking a trip above shortly, and have a decided objection to losing our valuable (?) life through a steamboat explosion, we respectfully suggest that Dr. Dickson furnish us with full particulars, in order that we may know which boat to avoid when we start traveling.

**SALT SPRING CREEK CLAIMS.**—We were shown a private letter yesterday addressed to Mr. Thos. P. Duggall at the foundry, dated Salt Spring Creek, Cariboo, June 19th. It was written by H. Elliott, W. Senior, J. Lee, R. Leech, and E. Williams who formerly worked the stone quarry on Salt Spring Island. They discovered the diggings on the above creek. They were making \$40 per day to the hand, and expected to do better when they got their flume in. As soon as the discovery became known, 96 claims were taken up on the creek, and all were at work getting their flumes ready for working.

**DEAD HORSES.**—The remains of several horses, killed by the explosion of the Cariboo, have been thrown up on the beach at the entrance of the harbor, and flocks of crows were having a gay time on Sunday picking the bones clean. At one point, we noticed the head and neck of a horse come ashore. It had doubtless been severed from the body by a piece of flying boiler-iron, and was as well done as if a butcher's knife had been called into requisition for the purpose.

**A GOOD ITEM SPOILED.**—The Net-net Indian and squaw, arrested by Winnets and Jim, on charges of having killed six Bella-Bella traves some time ago, and stolen two clothmen, were yesterday discharged from custody by the magistrate, it turning out on examination that all though members of Net-net tribe had committed the deed, the accused were miles away at the time.

**AUCTION.**—P. M. Backus will sell at his salesroom, this day, at 11 o'clock, A. M., the effects of an architect and artist, consisting of stoves, bed and bedding, furniture, drawing boards, artists' instruments, pictures, etc. Also, fancy goods, clothing, boots and shoes, hats, new furniture, liquors, cigars, etc.

**ARREST OF A \$300 THIEF.**—Yesterday the Indian police arrested a villainous-looking Hydah on suspicion of stealing the pants of Alex. Stewart, carpenter of the late steamer Cariboo, which are said to have contained \$300 in gold coin. The police say they have got the right man.

**DISCHARGED.**—The "prisoners of war" were yesterday discharged from custody by Chief Justice Cameron, who merely took 78 blankets to be held as security for their good behavior for six months. The poor fellows seemed overjoyed at regaining their liberty.

The bark Isle of France has arrived at Nanaimo from New Westminster, and will load with coal.

The brig Christiana Carnall is loading at Nanaimo.

The steamer Otter will leave this evening for New Westminster.

The gunboat Grappler went to Race Rocks yesterday and returned last evening.

## BIRTH.

On the 5th inst., the wife of D. Jacob, of a daughter.

## MARINE INTELLIGENCE.

PORT OF VICTORIA, V. I.

## ARRIVED.

August 5.—Sloop Otter, Mount, New Westminster; Sloop Restless, Riteau, Port Townsend; Sloop Photograph, Miller, Nanaimo.

## CLEARED.

August 6.—Sloop Mary Ann, Jones, Salt Spring.

## MISCELLANEOUS.

## Victoria Coal Company. COAL AND WOOD.

THE UNDERSIGNED HAVE ALWAYS on hand a full supply of COAL and WOOD at lowest market rates.

JOHN T. LITTLE & CO., Agents, City Wharf, foot of Yates street.

## FOR SALE OR LEASE.

A LINE KILN SITUATED ON THE Harbor of Victoria where vessels can load; the new road to Esquimalt runs close to the property, which consists of 180 feet water frontage by 120 feet back. A Brick Yard with a good well of water; the yard is 240 by 210 feet.

A Sand Pit near the Brick Yard; also a Stone Quarry. For particulars, apply at a22 1w THE HARBOR MASTER'S OFFICE.

## PIONEER SHAVING SALOON!

## BATH HOUSE!

W. D. MOSES

CONTINUES AT HIS OLD STAND. BATHS 50 CENTS. The Pioneer Bath House is the only one in town that supplies its customers with pure Spring Water.

Government Street, Opposite Post Office. ju3 1m

## REMOVAL.

A. J. BRUNN, MERCHANT TAILOR,

HAS REMOVED TO GOVERNMENT Street, under the Colonial Printing Office. A. J. Brunn has now the facilities to make up Gentlemen's Fashionable Garments at REDUCED PRICES, so as to enable everybody to have their garments made to order. A good Assortment of Hats and Caps, and Gentlemen's Furnishing Goods always on hand, at low prices, and the undersigned hopes to have a liberal share of public patronage.

Good Goods, Good Workmanship is the best bargain. A. J. BRUNN, Government Street. ju3 1

## UNDERTAKING.

THE UNDERSIGNED HAVING A COMPLETE Stock on hand, is now prepared to execute any order thereon, on the shortest notice and on the most reasonable terms.

## The Trade Supplied.

R. LEWIS,

Corner of Government and Broughton streets, a23 1f Victoria.

## TOWN OF SAANICH

## FOR SALE.

LOTS ARE NOW OFFERED FOR Sale in the new Town and Watering-Place of Saanich on Bazar or Summer Bay, near the limits of South and North Saanich Districts. Besides its many other advantages this lovely spot is by far the best adapted for sea bathing on this part of the Island, and as such will soon become a place of public resort, being only 12 miles from Victoria.

The price of town lots and conditions of payment will be found reasonable, and moreover half of the purchase money will be retained in the hands of a committee elected amongst the purchasers to be laid out in improvements, as the committee may think most advantageous. Maps of the town and site may be inspected at the office of

LEOPOLD LOWENBERG, Real Estate Agent, Government Street, No. 35, between Fort and Broughton streets. a25 1m

J. L. JUNGEMANN, (SUCCESSOR TO E. MARKS.)

Watchmaker and Jeweler,

Yates street, opposite Langley.

BEING A PRACTICAL WATCHMAKER and Jeweler, in all the watches, and having had many years' experience at the business in California, England, France and Germany, the undersigned offers his services to Victorians, and the Colony at large, warranting all work performed by him to be done in a workmanlike and substantial manner. A small but well selected assortment of

Watches, Jewelry and Clocks

Always on hand and for sale at reasonable rates.

J. L. JUNGEMANN, Watchmaker and Jeweler, Yates st. opp. Langley. ju26 1m

W. H. OLIVER,

Wholesale Dealer in

Fine English, French and American

## Liquors,

CHAMPAGNES, CALIFORNIA WINES

## CLARETS AND BRANDIES,

In the large and spacious Warehouse,

Johnson street, opposite Wharf street,

## VICTORIA, V. I.

A large Stock of Bonded Wines and Brandy always on hand.

To Dealers purchasing in large quantities, a liberal discount will be made for cash.

Agency of 1st Premium California Wines, in packages and cases:

Agency of Old Scotch and Hottel's Bitters:

Choice Claret Wines, in casks and cases, roots in California, from Bordeaux, via San Francisco, in bond;

Choice Old French Brandy, received direct from the Agents, in bond, via San Francisco;

Choice Old Bourbon Whiskies;

High Proof Jamaica Rum;

Scotch Whisky;

Brandy and Whiskies;

Alcohol and Spirits, in bottle and tins;

Champagne Wines, complete stock of all the favorite brands now in use;

And a general assortment of Case Liquors, Cordials, Syrups, etc.

Traders and Dealers visiting Victoria will find it to their interest to call and examine my stock before purchasing. All orders from British Columbia and overseas on the Sound will meet with prompt attention.

W. H. OLIVER.

ju19 6m

Ryckman & Marks,

Wholesale Dealers and Importers

—OR—

WINES AND LIQUORS.

Wharf, Opposite Yates Street

JAS. HENNESSY'S FINE PALE Brandy

Vintage 1855, do do

Orard Dupuy's do do

Vintage 1857, do do

Ed J. J. do do

Vintage 1858, do do

Alex. Seignette's Brandy, in qrtz and eights,

Marcel & Co.'s Brandy, do do

American Brandy, Whiskies, Gin, etc., etc.

Old Jamaica Rum.

Harvey's Scotch Whisky.

Old MacCall's Brandy (Bourbon),

Tower's XXX Whisky, do

Superior Old Tom Gin, do

do Holland Gin, do

do St. Croix Rum, do

Choice Old Port Wine, do

do Sherry do,

Claret in case (Chateau La Rose and J. Durand)

do in bulk, fine article.

Champagne, (E. Chiquet) qrtz and pats,

do (Louis Laroche) do do

do (Bellock & Berg) pony size,

Sachen, Boker's, Leslie's, Selner's Morning Call,

Hottel's Seditate and Orange Bitters,

Syrups, Cordials, Cider, Schnapps,

Wormwood Old Q. Brandy,

etc., etc., etc.

—ALSO—

4 bales Choice Hops.

For sale low by

RYCKMAN & MARKS,

Wharf street.

ju3 6m

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